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| | | · | | 25X1 | |
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| • | | SECRET | | | |
| | | | 2 = | | |
| | | | | | |
| | 1 October | 420 flatears | We | eissenfels (2) | |
| 25X1 ³ 。 | 6th Cubdin | frank at at the D | the following load | led special train | s left the |
| 25X1 25X1 25X1 | 1 Doxcars | trict of the Berlin ra and h flatcars for Ang arphi, and a train of 53 c | ermuende on 27 Sen | itambrine a transm | dola cars, of 52 cars for |
| <u>μ</u> , | On 21 Sente | ember, | the Erfort re | ilroad district | headoua rter s |
| 25X1· | has been re | esponsible for VP tran | sportation records hipments were disp | since 10 Contem | ber. |
| 25X1 25X1 | between 15 Chrdruf in | and 20 September, and the near future. | that other VP shi | pments would lea | o Inraruf ve for |
| 5 _e | Troop train | ne | | | |
| | | ctober included: | | | |
| 25X1 | Date in | Composition of Treen Trains | From | To | |
| 25X1 | 1 | 10 boxcars and 30 flatears | Nagdeburg railroad district | Fathenow | |
| | | | | | |
| | | 37 boxcars and 16 empty boxcars | Insterburg | Eberswalde | |
| | 2 | 7 converted boxcars, h boxcars and h7 flatears | , Mahlwinkel | Premnitz (?) | |
| | | 53 converted boxcars | Zossen | Cottbus | |
| 25X1 | | 16 boxcars and 14 empty boxcars | Frankfurt/Oder | Buckau Framsdorf | |
| . ဝိ | The followi | ng numbers of Coviet m | ulitary personnel | | |
| 25X1 | and 25 Sept | ember: | aboa | ard leave trains | between 22 |
| | Doto in | | | | |
| | Date in September | | To Brest Litovsk | From Brest Li | tevsk |
| | 22 | | 190 and 220 | 200 and 200 | |
| | 23 | | 200 and 210 | 190 and 220 | |
| | 24 25 | | 220 and 200 | 210 and 200 | |
| | | | 230 and 230 | 220 and 210 | |
| 25X1 [| Comme | nts。 | | | |
| (1) | The troop to | rain from Forst Zinna | to Cross Behnitz p | ossibly carried | a unit of the |
| | strelitz car | ecz Army. The units lo anot be identified. | aded on the troop | trains from Batz | korn and Neu- |
| (5) | The railroad | d cars assembled at La | thenow, Premnitz, | Wennhausen and W | ustermark +h C3- No |
| 25X1 | were probably earmarked for the transportation of units of the Fourth Gds Mecz ray which had participated in the field exercises in the area south and east of Rathenow since about 20 September 1952. | | | | |
| 25X1 | cars were to | be assembled in the | Irfurt railroad di | strict on 30 Sen | railroad tember, 4 |
| 7 | October, and | i on 8 October 1952. On E-type flatcars were to | n 8 October, a tot | al of 550 boxcars | s. 2.500 flatcars |
| | | | 25X1 | L | -AP-17 |
| | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | |

| | 3 |
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| | |
| | is believed that, between 30 September to h October 1952, some units of the |
| | Eighth Gds army returned from the troop training grounds temporarily to their |
| | hone stations, and were then redispatched for the large fall maneuvers on 8 |
| | October 1952 together with other units from the troop training grounds. |
| 1.37 | The transportation of troops from the Cagdeburg railroad district and from Mahl- wankel on 1 and 2 October 1952 in the first indication that the field everyclose of |
| 25V1 | units of the Third Shock Army, which had been concentrated in the area of Letzling |
| 23/1 | Reath and east, had terminated on about 1 October 1952. |
| $-(\lambda)$ | The troop train trans crted about 1,000 recruits from |
| 25X1 | Insterburg to dastern Germany. The troop train carried |
| 20/(1 | about 1,500 dischargees to be repatriated on 2 October 1952. It is believed that |
| | this train was rediscatched from Cottbus to the U.S.S.R. |

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25X1